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25X1A

- 3 -

Rotterdam has allegedly been set for 31 December 1952.

(2) Pobeda arrived from Odessa. [redacted] the middle section is burnt out. The completion date was set for 31 December 1951. 25X1

(3) The completion date of this ship is 30 April 1951. [redacted] 25X1  
[redacted] Primorye will be used as a troopship. For blueprint of the ship, see Annex.

(4) This ship is said to be a newly constructed German vessel which was not entirely completed. [redacted] it is the former Marlenburg. Delivery date: 1 January 1952.

(5) [redacted] this is the former Koenigsberg.

(6) For blueprint of the Serbent, see Annex. 25X1A

(7) [redacted] the completion dates are 31 December 1951 for Vara, and 1 April 1952 for Vykhogda. [redacted] gives the name of the former vessel as the Vega. 25X1A

(8) [redacted] this ship left for Murmansk. [redacted] states that Ilia Repin will be used as a training ship by the Soviet Navy. For blueprint of the ship, see Annex.

1 Annex: ~~envelopes containing~~ blueprints.

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on the Leningrad-Loson route. Presumably it will not be possible to meet the completion date since the engines cannot be delivered in time. Shipyard No 300/83.

- d. Kalininograd, ex Italian Marzocco, built in 1948, 8,113 tons. Repairs to the ship were discontinued in January 1951, since the hull plating had corroded 70 percent. It is now expected that the ship will be broken up. However, the final decision by the Soviet Central Commission in Leningrad is still pending. Shipyard No 300/82. (5)
- e. Dorbot, a tanker of 1,806 tons, the unfinished former German tanker Wespa. This ship is assigned to the transport of light oil in the Caspian Sea. The piston pumps will be installed in Leningrad. The completion date originally set for January 1951, could not be met since it was discovered that the ship was in danger of capsizing while discharging at sea. Therefore the ship will be reconverted and fitted with a double bottom below tanks 8 and 10 for ballast purposes. The new completion date was set for 1 May 1951. Shipyard No 300/62. (6)
- f. Madvashi, ex German Arda, 1,800 tons, is equipped as a factory vessel for the processing of fish and is destined for Murmansk. Before leaving it will be drydocked in Antwerp. Although the Madvashi is completely finished it has not yet been accepted by the Soviet Supervising Board.
- g. Vaga and Vychegda, 2,400 tons each, are in the shipyard for reconditioning and overhaul of their engines. Shipyard Nos are 300/78 and 300/79. (7)
- h. Nikolai Bogomolov, 1,000 tons, entered the shipyard on 2 February, 1951 for priority repairs and left the yard on 10 February 1951.
- i. The tug Prilby with seagoing lighter Kola arrived in the shipyard on 4 February 1951 for priority repairs. Tug Prilby left the yard on 15 February 1951.
- j. Kapitan Castello was in the shipyard in January 1951 for unscheduled priority repairs.
- k. Ilya Repin left the shipyard for good on 22 January 1951. (8)
- l. The former minelayer Lesser, 610 tons, built in 1910, is undergoing repairs in the Hansa-Werft in Wismar.

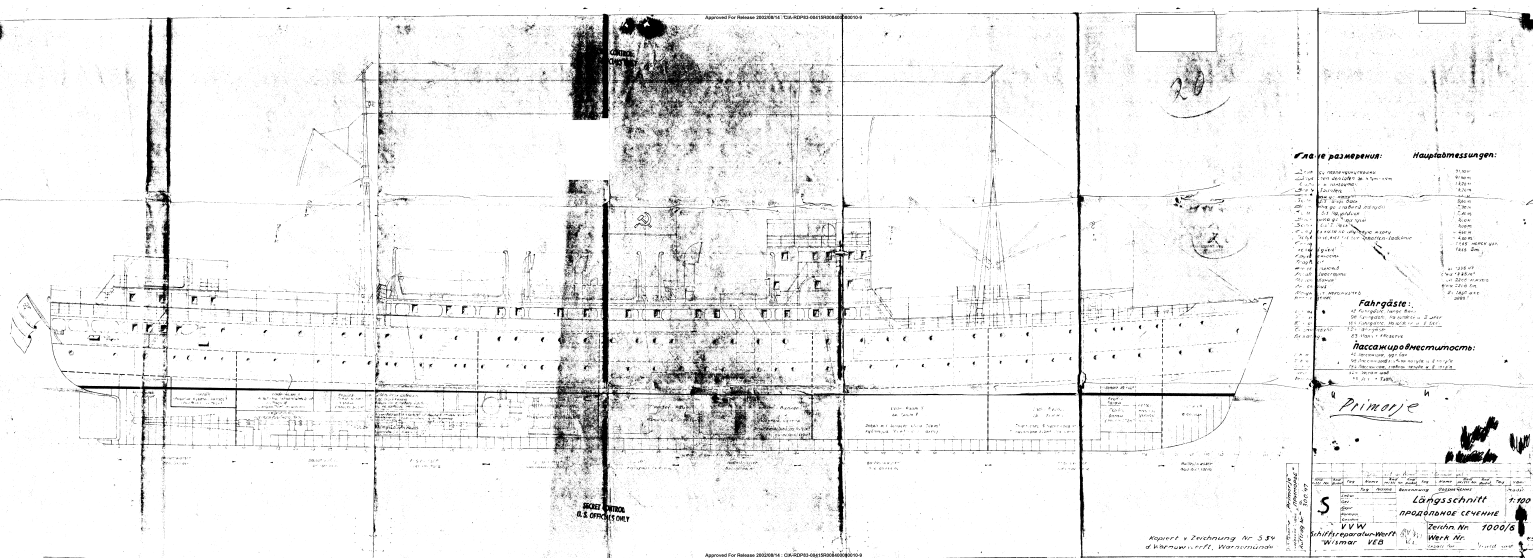
25X1

Comments:

- (1) A. Moshalsky, ex Svir, is the training ship of the Soviet Navy. It could not be determined whether it will again be used as a training ship after completion of repairs or whether it will be transferred to the Soviet Merchant Marine. [redacted] the Svir will be transferred to Rotterdam for drydocking in April 1951. The completion date at
- 25X1

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ILLEGIB



25X1A

An untested source.

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1. The following Soviet ships have been undergoing repairs in the Wismar Shipyard since the latter part of December 1950:

- a. A. Meshaisky, ex Svir, ex Dutch Patria for general overhaul of engines and complete reconditioning. The ship will presumably be fitted with coal-dust-fired boilers. The ship has shipyard No 300/60. (1)
- b. Pobeda, ex German Iberia. The ship arrived in the yard in November 1950 for general overhauling of its two main engines. It will also be fitted with a refrigerating plant. The main engines will presumably be supplied from the U.S.S.R. Pobeda has shipyard No 300/68. (2)
- c. Primorve, ex Saloon, was transferred to Rostock on 13 February 1951 for docking. Shipyard No 300/47. (3)
- d. Lensovist, ex Marlenborn, was taken to the shipyard in October 1950 for reconditioning and general overhaul of the main engines. Shipyard No 300/65. (4)
- a. Kesperatia, built in 1921, 5,560 tons, arrived in the shipyard in a wrecked condition in September 1950. It was planned to complete the reconditioning by October 1951. It is scheduled to be a refrigerator ship

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 - 2 -

on the Leningrad-London route. Presumably it will not be possible to meet the completion date since the engines cannot be delivered a time. Shipyard No 300/81.

- g. Kaliningrad, ex Italian Monbaloo, built in 1918, 8,113 tons. Repairs to the ship were discontinued in February 1951, since the hull plating was corroded 70 percent. It is now expected that the ship will be broken up. However, the final decision by the Soviet Control Commission in Kaliningrad is still pending. Shipyard No 300/82. (5)
  - h. Derbent, a tanker of 1,206 tons, the unfinished former German tank Wassan. This ship is assigned to the transport of light oil in the Caspian Sea. The piston pumps will be installed in Baku. The completion date originally set for January 1951, could not be met since it was discovered that the ship was in danger of capsizing while discharging cargo. Therefore the ship will be reconvered and fitted with a double bottom below tanks 8 and 10 for ballasting purposes. The new completion date was set for 1 May 1951. Shipyard No 300/61. (6)
  - i. Medveshi, ex German Ania, 3,300 tons, is equipped as a factory vessel for the processing of fish and is destined for Murmansk. Before leaving it will be drylocked in Antwerp. Although the Medveshi is completely finished it has not yet been accepted by the Soviet Supervising Board.
  - j. Vaga and Vykhegda, 2,000 tons each, are in the shipyard for reconditioning and overhaul of their engines. Shipyard Nos are 300/78 and 300/79. (7)
  - k. Nikolai Baumann, 1,000 tons, entered the shipyard on 2 February 1951 for priority repairs, and left the yard on 10 February 1951.
  - l. Tug Priboy with seagoing lighter Kolt arrived in the shipyard on 12 February 1951 for priority repairs. Tug Priboy left the yard on 15 February 1951.
  - m. Kapitan Castello was in the shipyard in January 1951 for undergoing priority repairs.
  - n. Ilia Repin left the shipyard for good on 22 February 1951. (3)
  - o. The former minelayer Lesser, 640 tons, built in 1910, is undergoing repairs in the Hansa-Werft in Wismar.
- Comments.**
- (1) A. Moshaisky, ex Svir, is the training ship of the Soviet Navy. It could not be determined whether it will again be used as a training ship after completion of repairs or whether it will be transferred to the Soviet Merchant Marine. [ ] states that the Svir will be transferred to Rotterdam for drydocking in April 1951. The completion date at

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Approved

83-00415R008400080010-9

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Rotterdam for 31 December 1952.

- (2) Pobeda [redacted] the middle section 25X1A  
is built. [redacted] date was set for 31 December 1951
- (3) The completion date for ship is 30 April 1951. [redacted] 25X1A  
[redacted] will be used as a troopship. For blueprint  
of the ship, see Annex.
- (4) This ship is said to be a newly constructed German vessel which is not  
entirely completed. [redacted] it is the former Arianberg.  
Delivery date: 1 January 1952.
- (5) [redacted] this is the former Koenigsberg.  
(6) For blueprint of the Derbent, see Annex.  
(7) [redacted] the completion dates are 31 December 1951 for 25X1A  
Vaga, and 1 April 1952 for Vykhegda. [redacted] the name of the former  
vessel as the Vaga.
- (8) [redacted] this ship left for Murmansk. [redacted] 25X1A  
[redacted] Ilia Repin will be used as a training ship by the Soviet Navy.  
For blueprint of the ship, see Annex.

1 Annex: <sup>3</sup>Envelope containing blueprints.

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25X1A



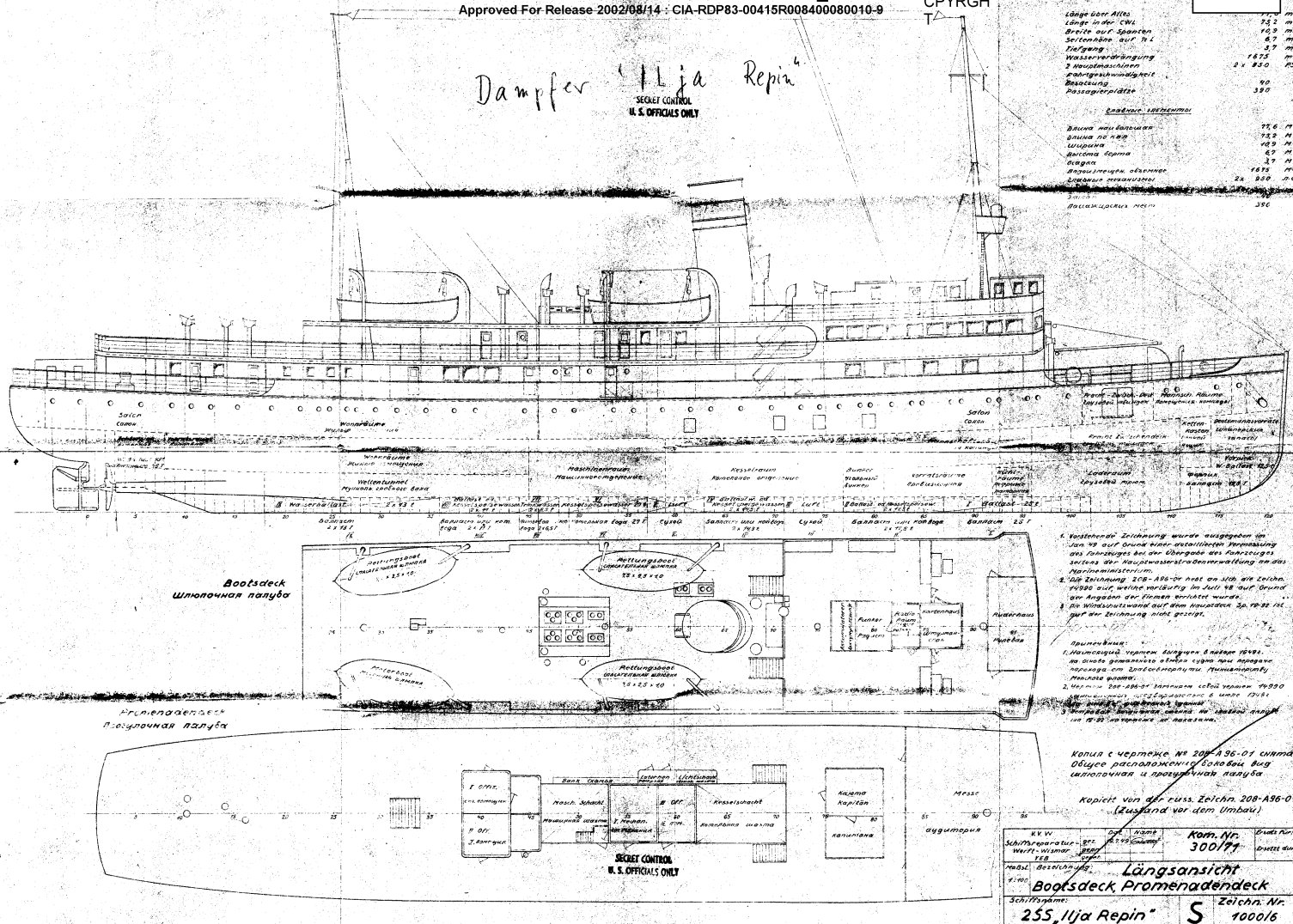
CPYRGH

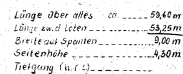
Dampfer "Elja Repin"

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Länge über Alles	11,0	m
Länge in der CWL	7,5	m
Breite auf Spanten	10,9	m
Seitenhöhe auf HL	6,7	m
Tiefgang	3,7	m
Wasserverdrängung	1875	m <sup>3</sup>
2 Hauptmaschinen	2 x 850	PS
Leistungsgewindigkeit		
Besatzung	40	
Bausaargebäude	390	

<u>Средние измерения</u>	
Длина наибольшая	77,6 М
Длина по шир	73,2 М
Ширина	40,3 М
Высота горла	6,7 М
Основа	17 М
Длина шейки заднего	167,5 М
Длина шейки перед.	24 950 М
Длина хвостового пера	286 М





Baujahr 1945



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Tag	Name	WISSENZENTRUM	YWK
12.05.19	B. Klein	T.M.S. Derbent	Schülerparlament Wismar FFB
		Generalplan	Zeichnung Nr.
		Kopiert v. SK Büro-Original in 800g	
		Nur zur Orientierung!	MK 10-5307
			Beleg-Nr. Erstausgabe